



# **RICHMOND CONNECTS**

**LUHT Briefing on Richmond Connects  
Office of Equitable Transit and Mobility**

**July 18, 2023**



DEPARTMENT OF  
**PUBLIC  
WORKS**

# Refresher! What is Transportation Planning?



**1**

**Planning**



**2**

**Programming**



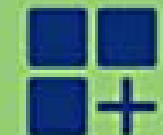
# Refresher! What is Transportation Planning?



Vision, Goals & Objectives



Existing & Future Conditions



Needs Assessment



Develop Strategies



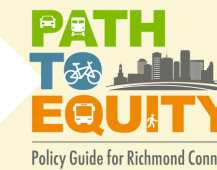
Project Selection and Prioritization



Project Funding & Implementation



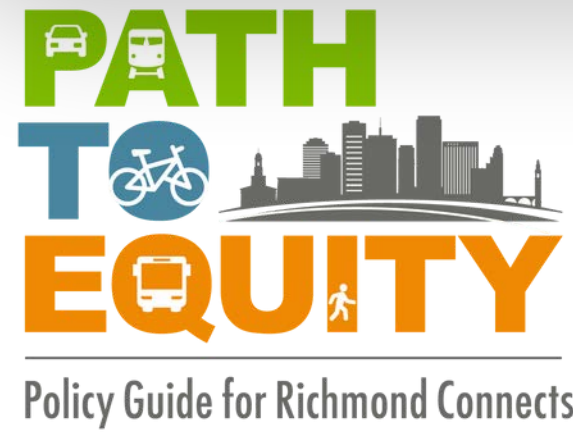
System Performance Monitoring



 **RICHMOND  
CONNECTS**  
**ACTION PLAN  
&  
SCENARIO PLAN**

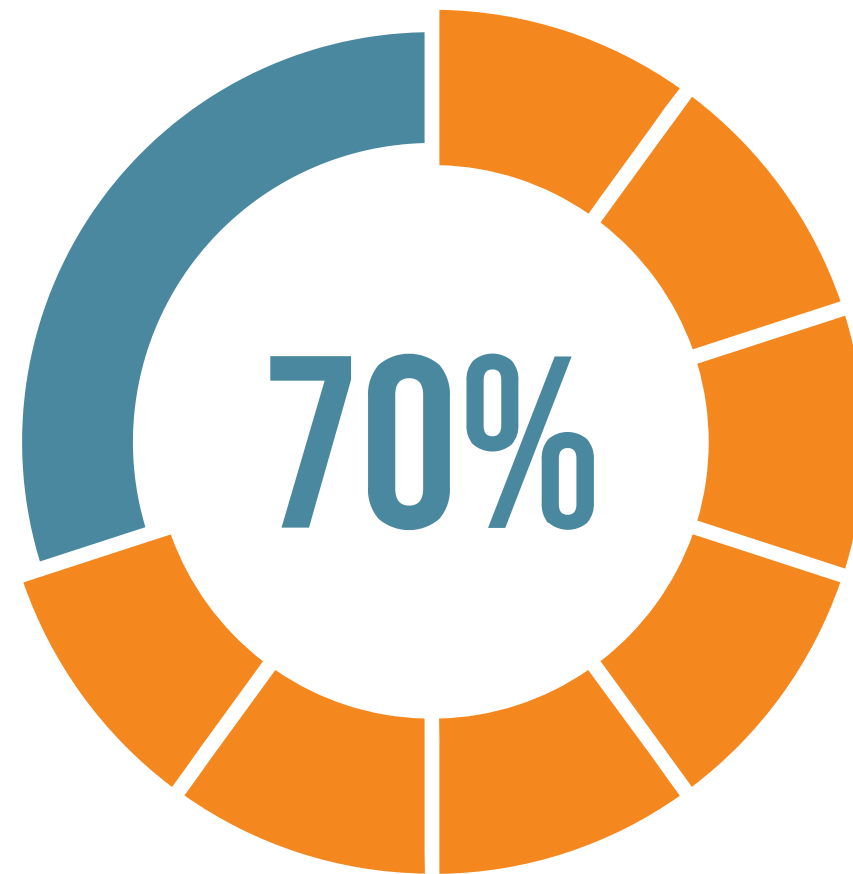
# Complete

Adopted by Council May 2022



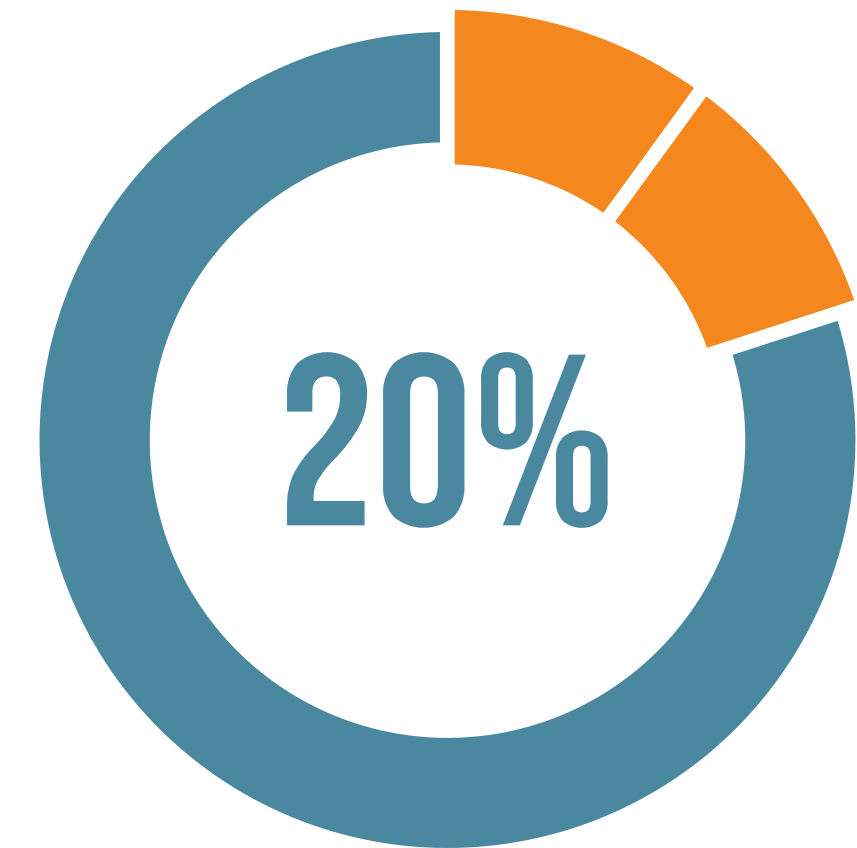
# In Process

March 2022 - October 2023



# Early Stages

February 2023 - December 2023



## Multimodal Strategic Transportation Plan



# Complete

Adopted by Council May 2022



Policy Guide for Richmond Connects

- Reframes transportation as means for achieving Equity
- Builds on Richmond300 & RVAgreen2050
- Outcomes:
  - Policy Statements
  - Documents past land-use and transportation injustices

# In Process

March 2022 - October 2023



## ACTION PLAN

- Process measuring transportation needs with an equity lens
- Outcomes:
  - Recommends projects and programs
  - Contains action items for immediate implementation (0 - 12 months)
  - Contains recommendations for near term (1-5 year) and mid-term (5-10 years)

# Early Stages

February 2023 - December 2023



## SCENARIO PLAN

- 10 month process
- Asks 'What if we invested heavily in X, Y, or Z transportation, what does that do for equity?'
- 3 scenarios
- Holds land use steady (assumes growth occurs largely in nodes)
- Measures changes in access to jobs, healthcare, green space, retail by various modes, for Communities of Concern
- Outcomes:
  - Guidance for policy makers on trade-offs of different investment directions



# Steady Outreach

## Implementation

- Advisory Committee Recommendations Workshop
- Future: July-August outreach to 'vote' on top recommendations
- Telephone town halls, pop up events, focus groups

Future:

- Project level outreach
- Program development outreach
- Lighter, Quicker, Cheaper design workshops
- City Council and CIP outreach

## Recommendations

**YOU ARE  
HERE**

## Needs

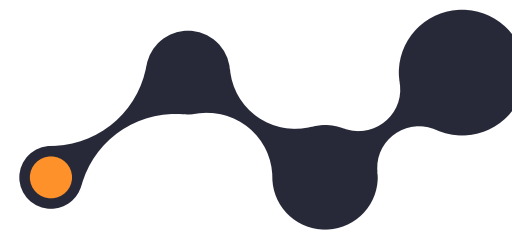
- Neighborhood pop-ups & canvassing
- Focus groups
- Que Pasa, National Night Out, Jubilation in June
- Telephone Town Hall
- Online video & survey

- Tacos for Transportation
- Back to School Night
- Intercept Surveys
- Paid Community Liaisons
- Advisory Committee

## Policy



# Policy- Equity Factors



*Transportation investments will:*



Improve access to housing, jobs, services, recreation, and education, addressing remaining inequities created by redlining.



Reconnect and revitalize communities to address inequities created by the highway system's dissection of neighborhoods.



Improve neighborhood connectivity and revitalize the fabric of the communities negatively impacted by urban renewal.



Improve access to housing, jobs, services, and education to address the isolation of low-income inner ring suburbs where families are pushed.



Address gaps in the multimodal network and utilize new planning tools to improve safety and accessibility deficiencies stemming from traditional car-centric planning.



Equitably increase the safety and comfort of cyclists and pedestrians, connecting communities of concern to opportunities.



Improve reliability of transit and other non-car services to increase access and remove barriers to opportunities for communities of concern.



Prioritize the needs of socially vulnerable users and address climate and environmental equity as identified in RVAGreen 2050.



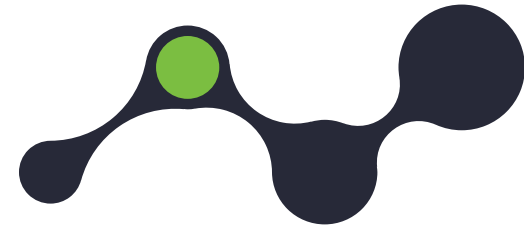
Prioritize densely populated areas of communities of concern including communities of color, low-income communities, senior and limited mobility populations, families traveling with children, and at-risk youth.



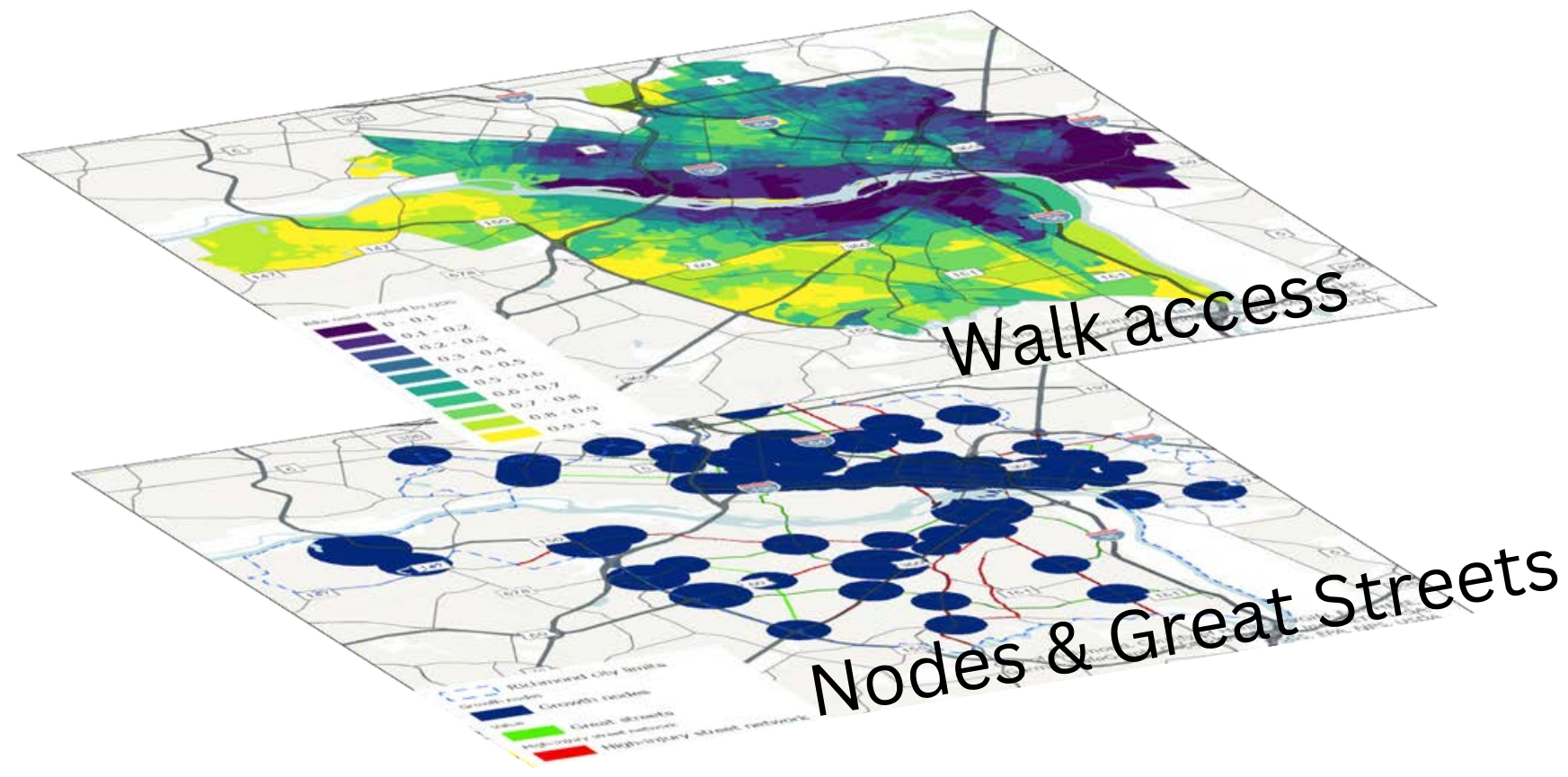
Focus on improving climate resiliency for the most impacted communities.



# Needs

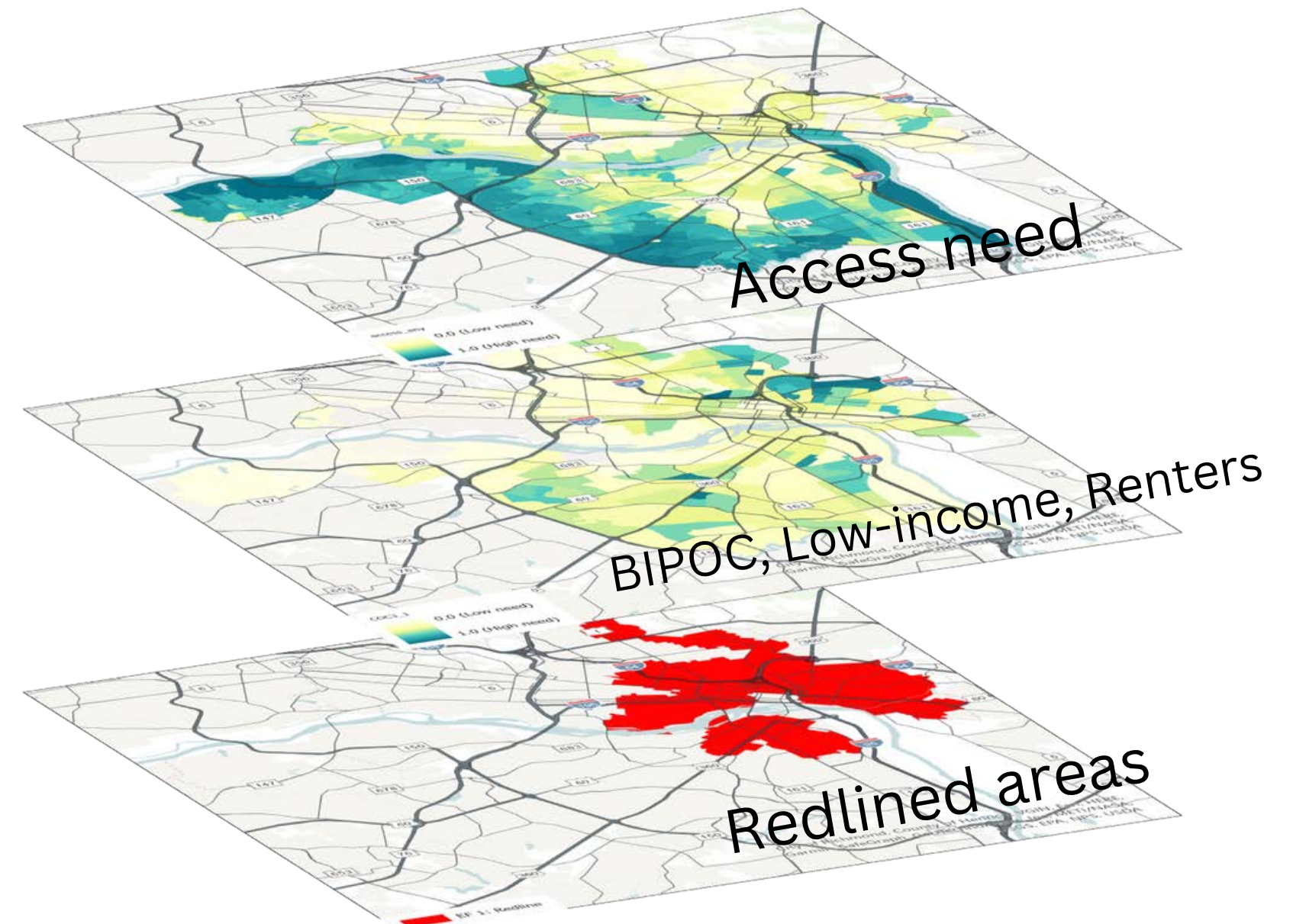


## Example Investment Need Category 1b. Pedestrian Needs



## Example Equity Factor




**1:** Improve access ... to address inequities created by **redlining**





# Equity-Weighted Needs

## Investment need categories

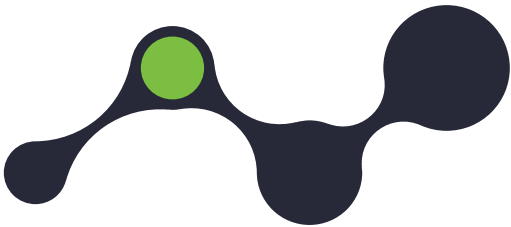
- Pedestrian 
- Bike 
- Transit 
- Freight 
- Land Use 
- Safety 
- Connectivity 
- Maintenance 
- Economic Development 
- Technology 
- Sustainability 



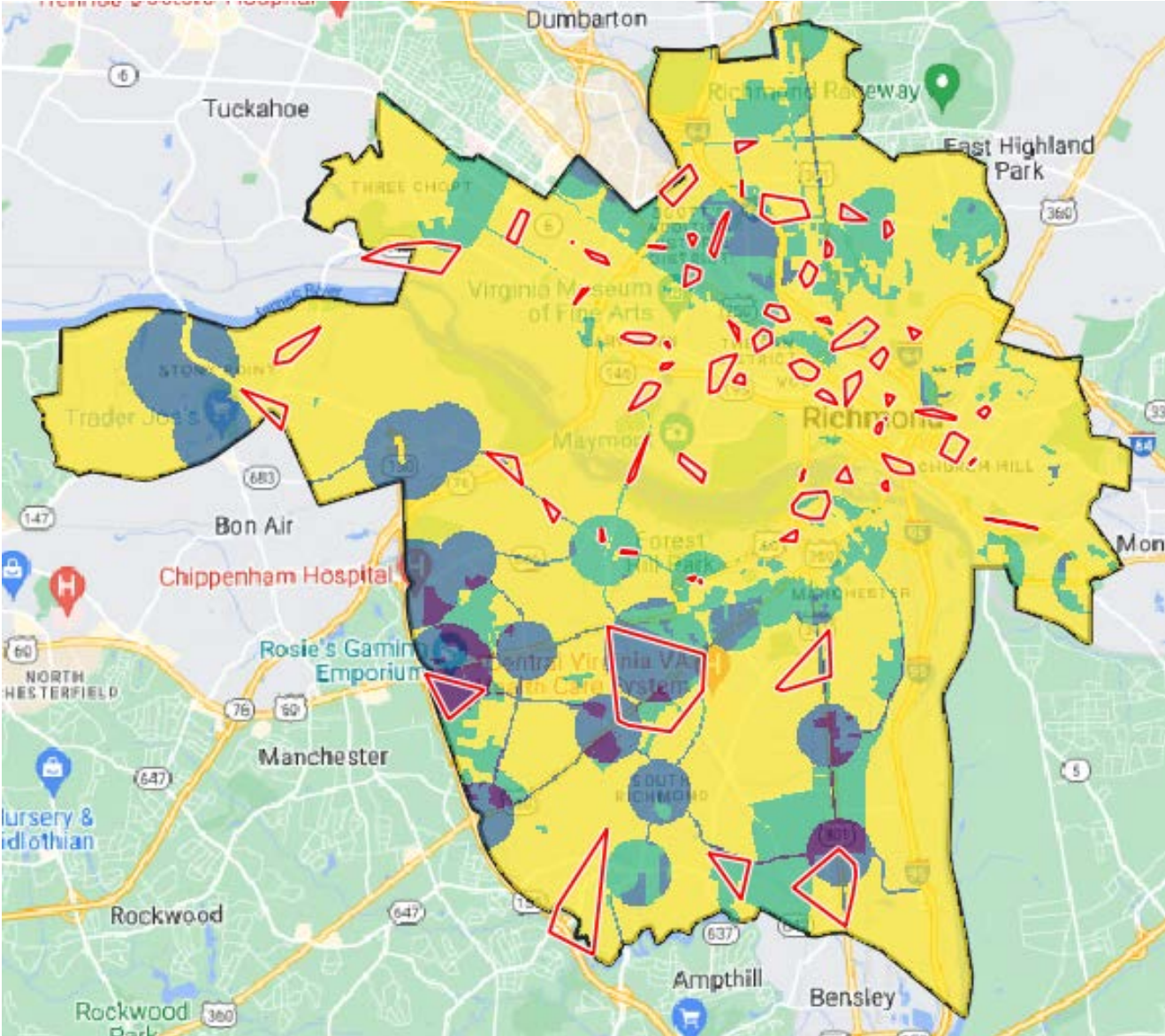
Finalized the equity weighted, tiered needs maps in February 9



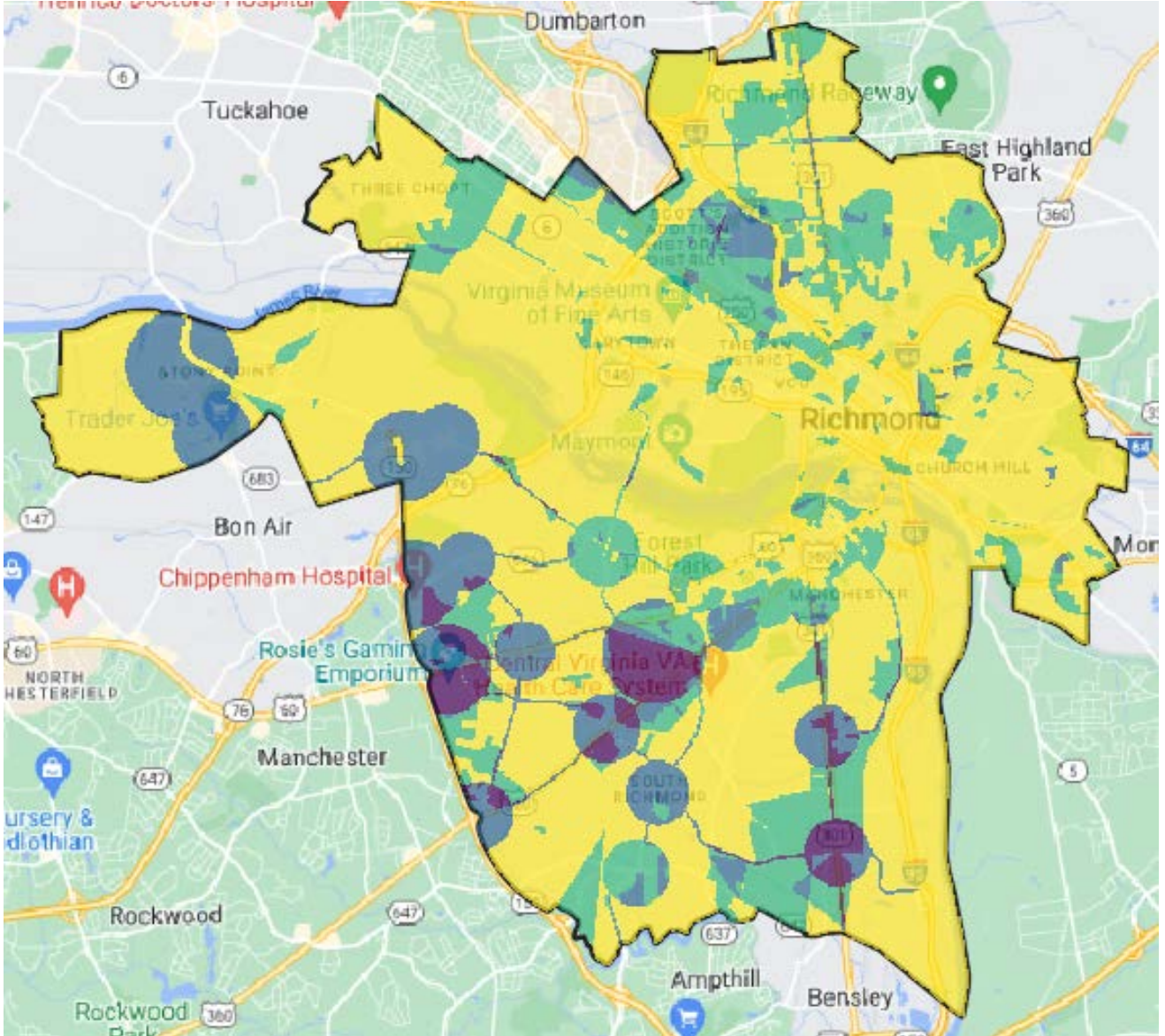
# Public Comment Clusters



- Used clusters of public comments to add weight to data driven needs.
- Bumped up score one tier (ie. from medium to high)



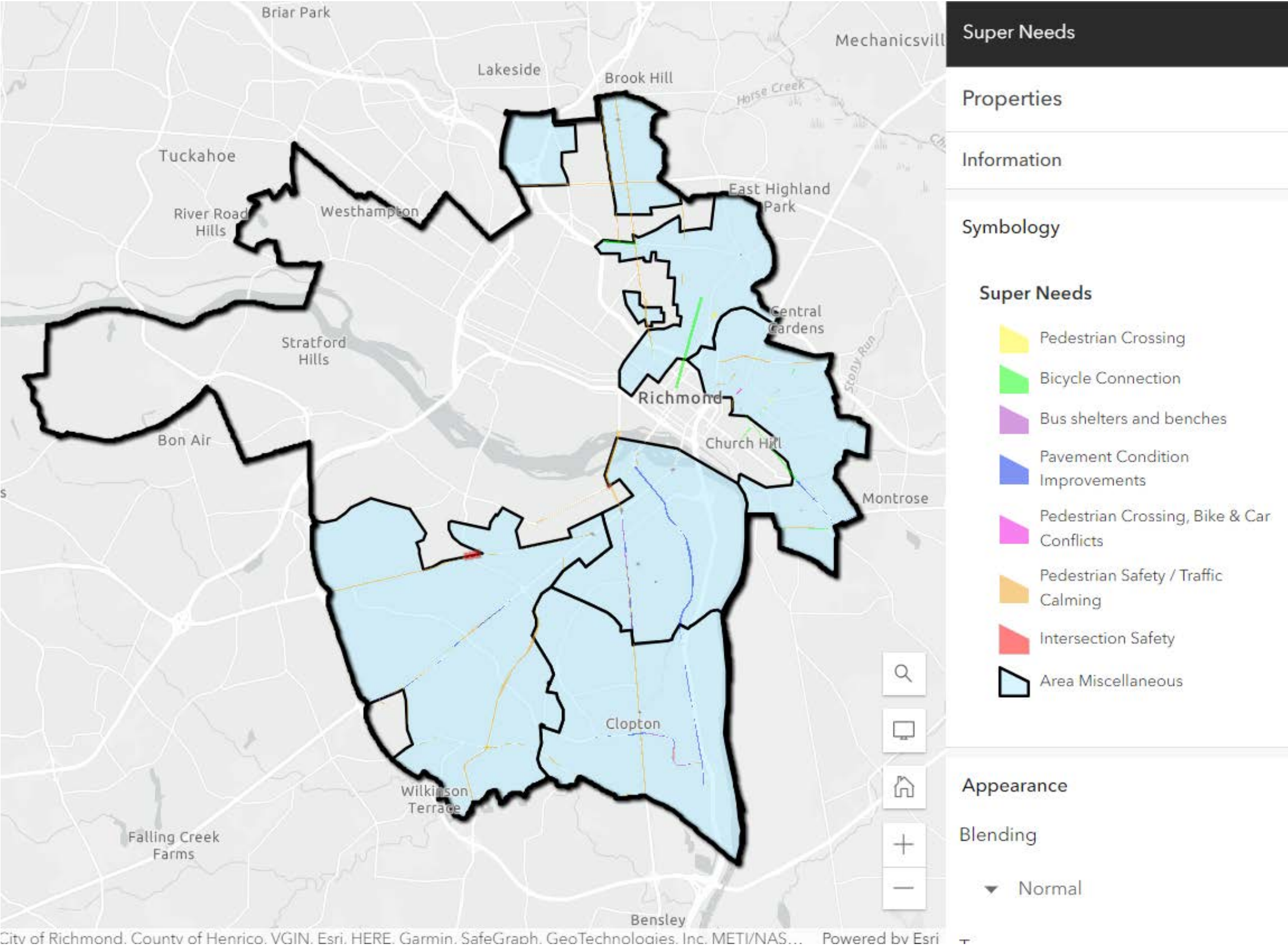
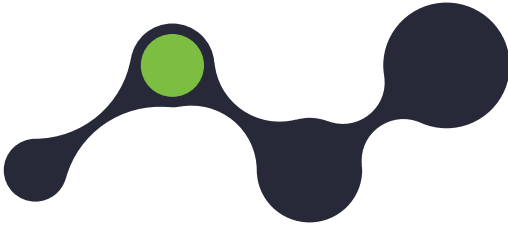
Tiered INC1A (Bicycle Needs) with bike-related comment clusters overlaid



Tiered INC1A (Bicycle Needs) with high-comment areas "bumped up"

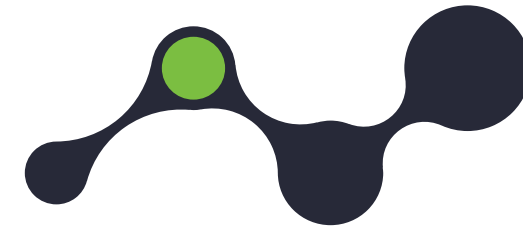


# 'Super' Needs from Communities of Opportunity

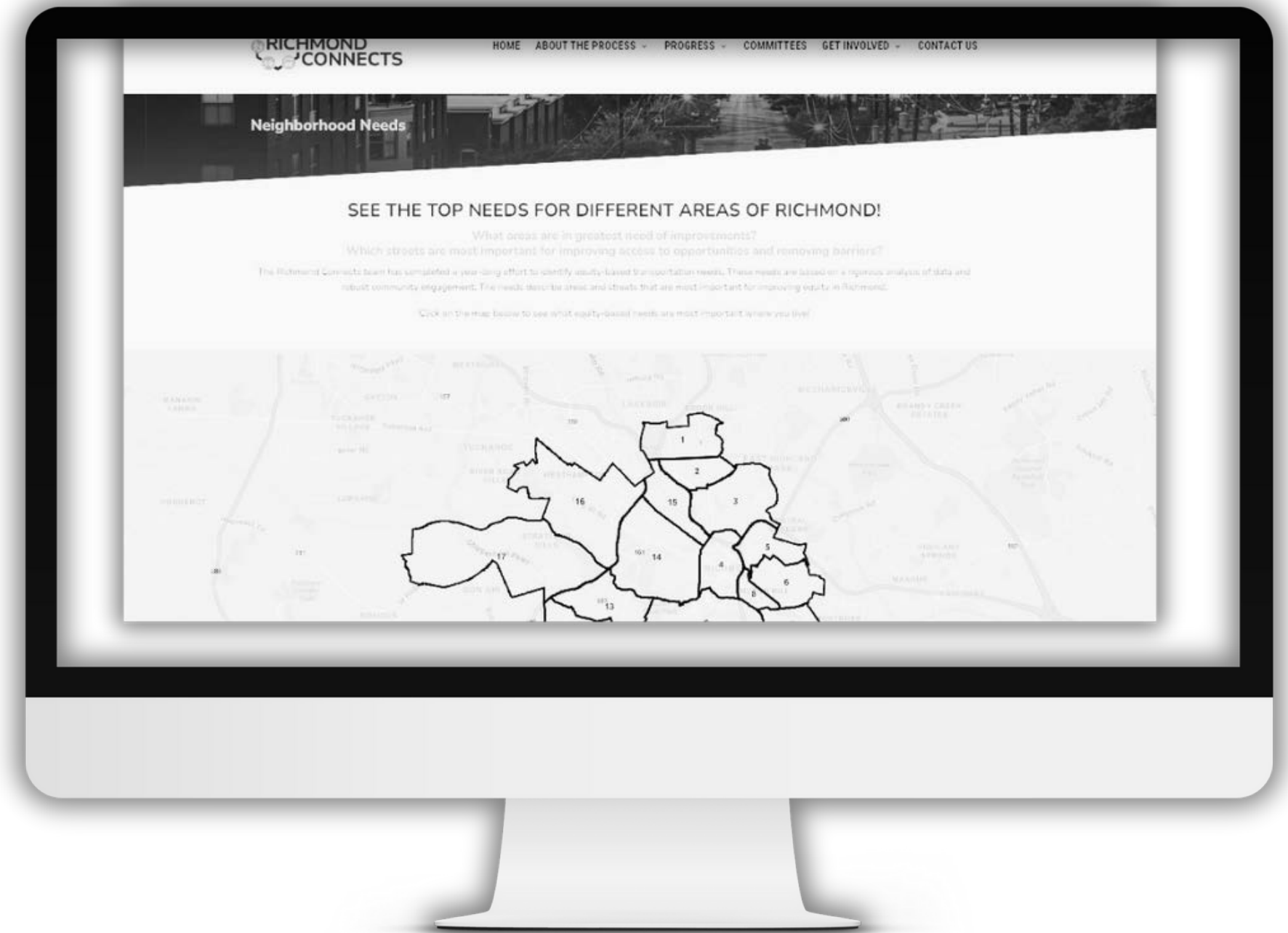




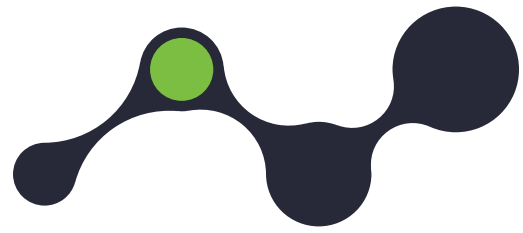
# Needs Narratives



- 17 Sub-Areas
- Highlights equity context and most problematic needs
- Summaries you can share with constituents







# Sample Needs Narrative

## Broad Rock / Walmsley Area

### Equity Context

#### EQUITY CONTEXT BROAD ROCK/WALMSLEY AREA NEED AREA 11

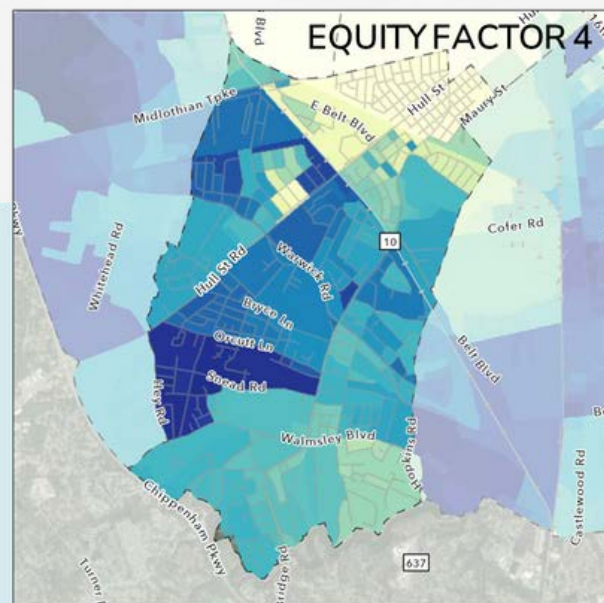


Transportation investments will improve access to housing, jobs, services, and education to address the isolation of low-income inner ring suburbs where families are pushed.  
- Path to Equity Policy Guide, Equity Factor 4

Equity needs in the neighborhoods around the Broad Rock and Walmsley areas include several compounding factors.

Portions of these neighborhoods have high concentrations of Communities of Concern, including at-risk youth, low-income households, residents of older age, and BIPOC renters.

It's hard to get around by walking or biking in this area because there aren't direct paths to get where you need to go, or it doesn't feel safe.



Areas shown in darker blue are inner-ring suburbs with a high concentration of COCs and have poor accessibility - where it's difficult to place by biking, walking, or transit.

#### Inner-Ring Suburbs

Portions of this area are considered to be inner-ring suburbs – they have poor accessibility and are largely low-income.

There is a high density of **Communities of Concern**, and areas are more prone to **flooding** during intense precipitation events, have **high heat vulnerability**, and experience **urban heat island** effect.

### Bike & Ped Needs

#### TOP TRANSPORTATION NEEDS BROAD ROCK/WALMSLEY AREA NEED AREA 11



#### TOP PEDESTRIAN NEEDS

Pedestrian needs are highest:

- In and around Southside Plaza
- Connecting routes between major roads; on Snead Rd; on Brinkwood Dr/White Oak Dr; on Swanson Rd; and on Dorset Rd

"Super" Needs from public input:

- Speeding and/or missing sidewalks:
  - Hull Street Rd
  - Broad Rock Blvd
  - Walmsley Blvd
  - Southside Plaza
- Pedestrian crossings feel unsafe at
  - Broad Rock Blvd & Walmsley Blvd
  - Broad Rock Blvd & Snead Rd
  - Hull Street Rd & Hey Rd



\*Super Needs are needs that communities of concern consistently raised as needing to be addressed first.

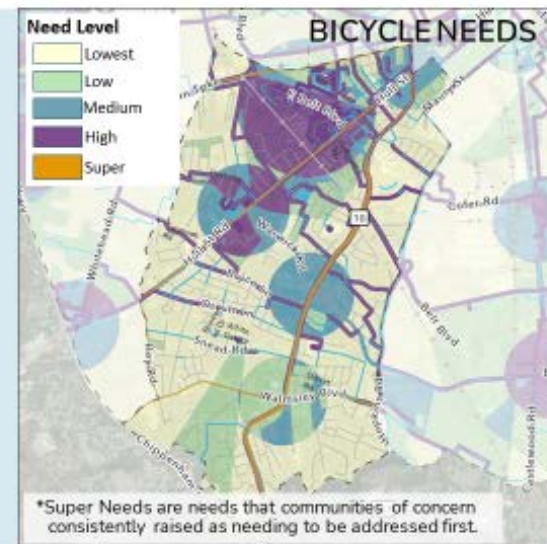
#### TOP BICYCLE NEEDS

Bike trips from Communities of Concern use these streets the most:

- Streets in and around Southside Plaza
- Broad Rock Blvd
- Jarvis Rd
- Bryce Lane
- Greystone Ave

"Super" Needs from public input:

- Vehicles drive too fast
- Lack of bicycle facilities on Hull Street Rd
- Lack of bikeshare in Southside



\*Super Needs are needs that communities of concern consistently raised as needing to be addressed first.

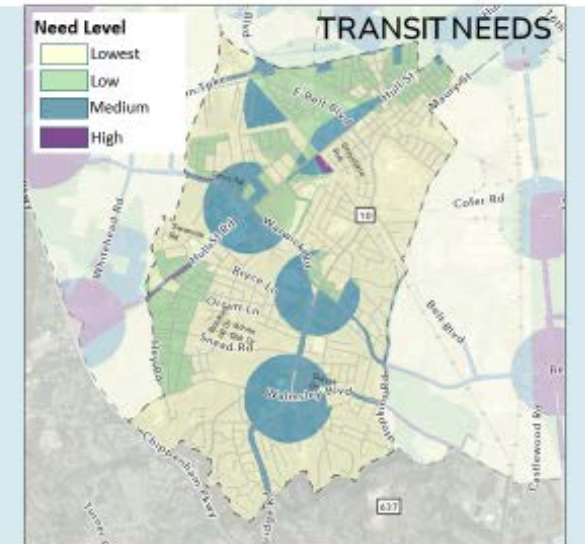
### Transit & Connectivity Needs

#### TOP TRANSPORTATION NEEDS BROAD ROCK/WALMSLEY AREA NEED AREA 11



#### TOP TRANSIT NEEDS

- Some areas are relatively well-served by transit, especially Southside Plaza.
- Other areas, though, have infrequent or unreliable bus service.
- Many areas here need additional shopping and work destinations to be built nearby before transit makes sense.
- Even if bus service were provided, Trips would take a long time because few stores and other places are nearby.
- Bus stops throughout this area often lack shelters and benches.

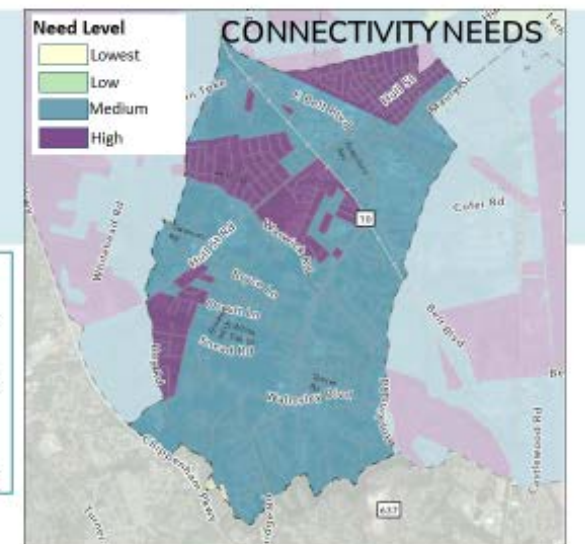


#### CONNECTIVITY NEEDS

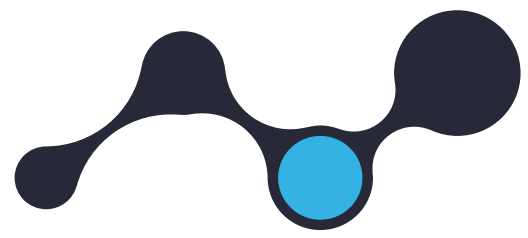
- These areas are car-centric, and it takes longer to get to and from these neighborhoods from other parts of the City.

Other high needs include:

- Land Use – There is an abundance of surface parking lots, and areas may be far from greenspace.
- Economic Development – Low market value in some areas
- Safety/Security – There are multiple serious pedestrian crashes on streets like Warwick Rd., Broad Rock Rd., and Hull St.



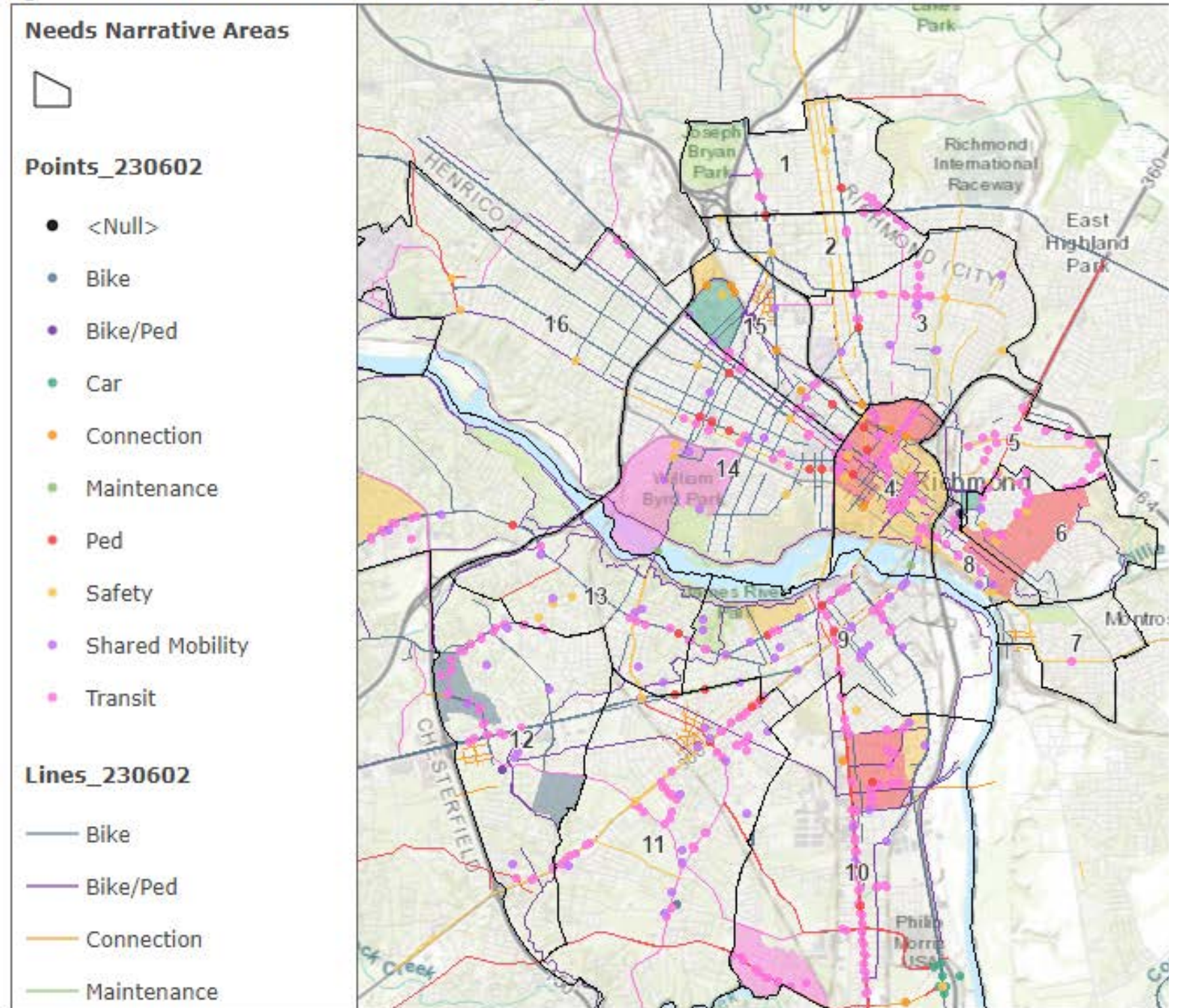




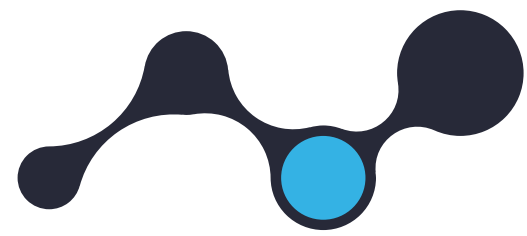
# Recommendations

- Started with 8k existing projects and project ideas from the public
- Narrowed to 2k projects, combining related projects and removing those not relevant
- Overlap with mapped needs, removed those that didn't influence a high need area or segment
- Developed new ideas for unmet needs
- Reviewed with PDR and GRTC

Qualified Richmond Connects Projects

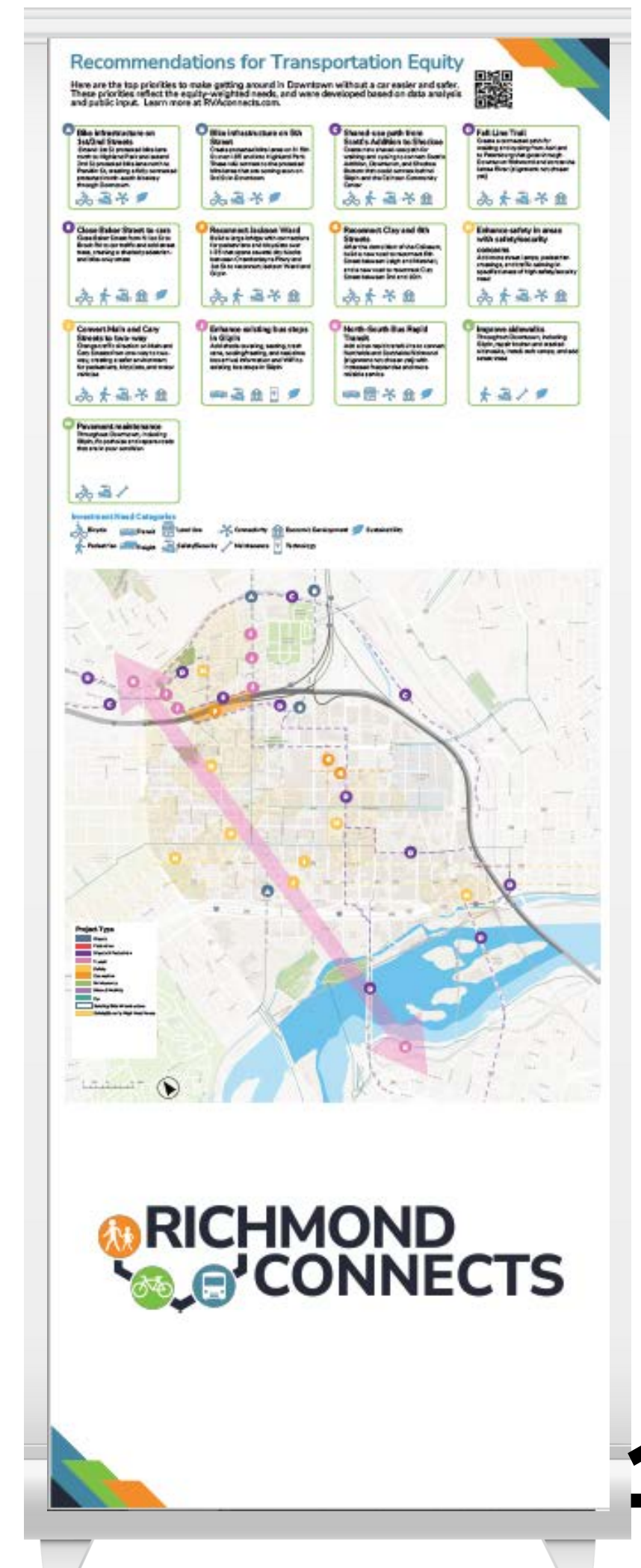


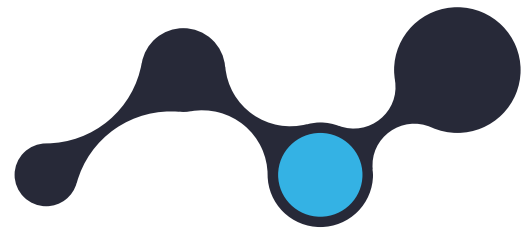




# Recommendations

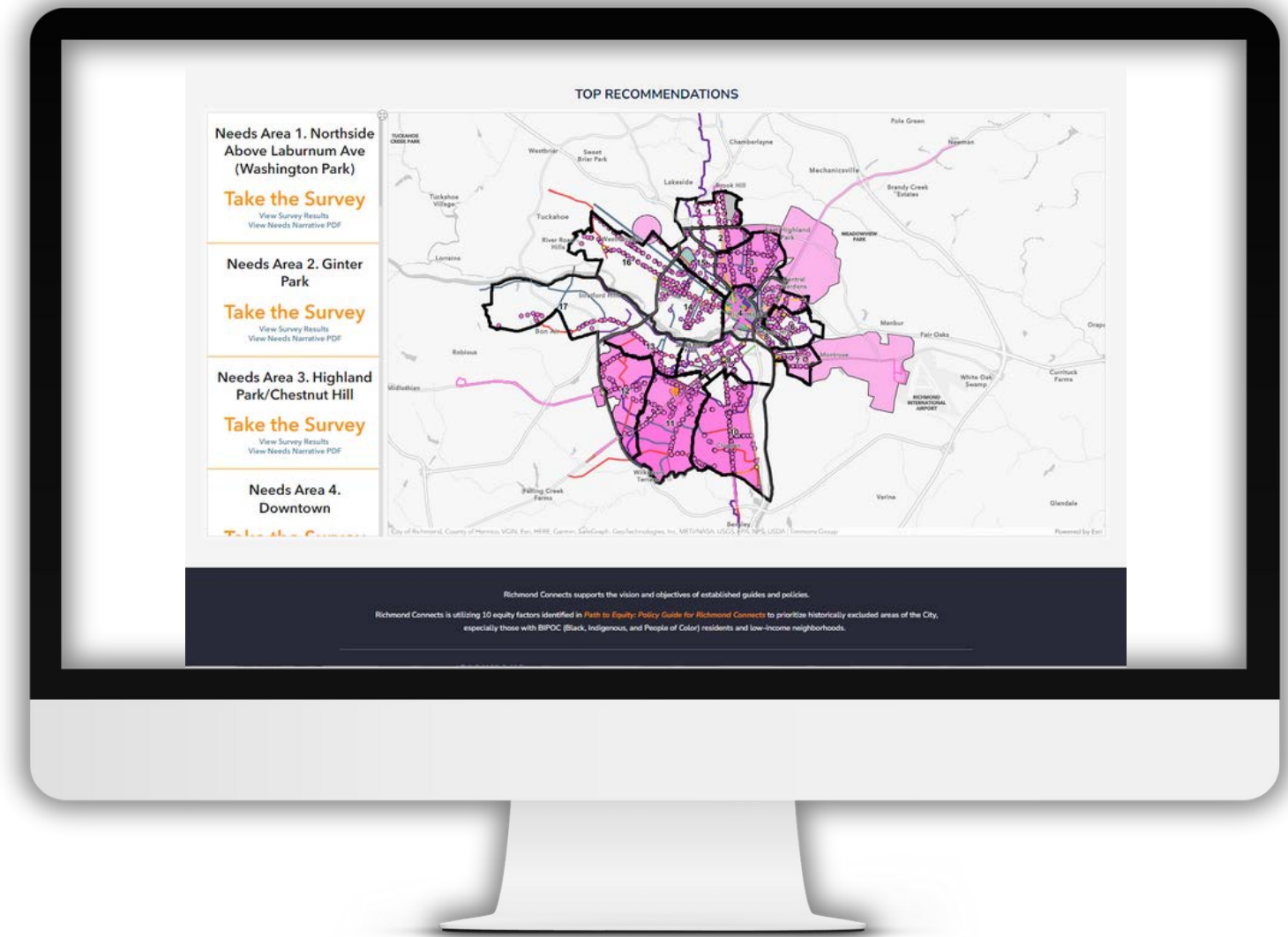
- Available at [www.rvaconnects.com](http://www.rvaconnects.com)
- 10-20 Projects for each Needs Area
- Taking posters out into community
  - Gilpin and Southwood resource days, NNO
- Print and digital versions of mapping and project lists, and survey available
- City-Wide programmatic needs will be prioritized by Focus Groups
  - Over 100 programmatic and city-wide recommendations

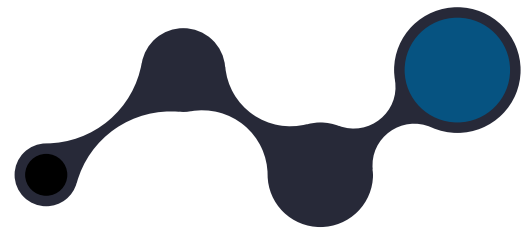




# Recommendations

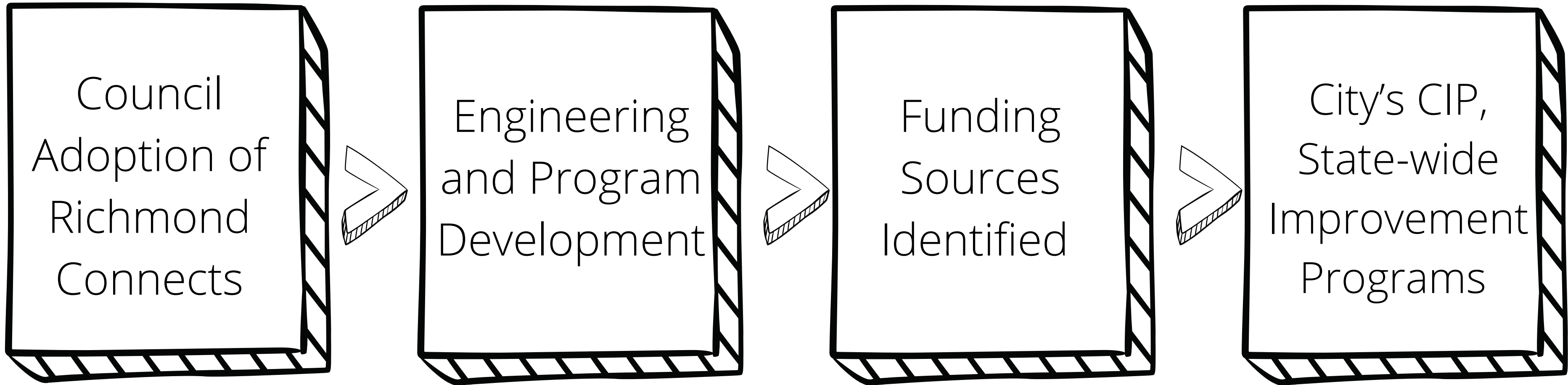
- Next Steps:
  - On-going public review of top recommendations
  - Using public feedback, project readiness, feasibility & funding eligibility screening, develop action plan
    - Go from approx. 250 top recommendations to top 30-40



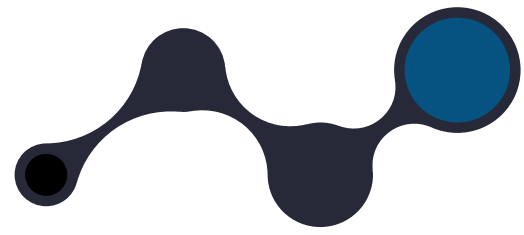


# Future: Implementation

**Fall 2023 +**







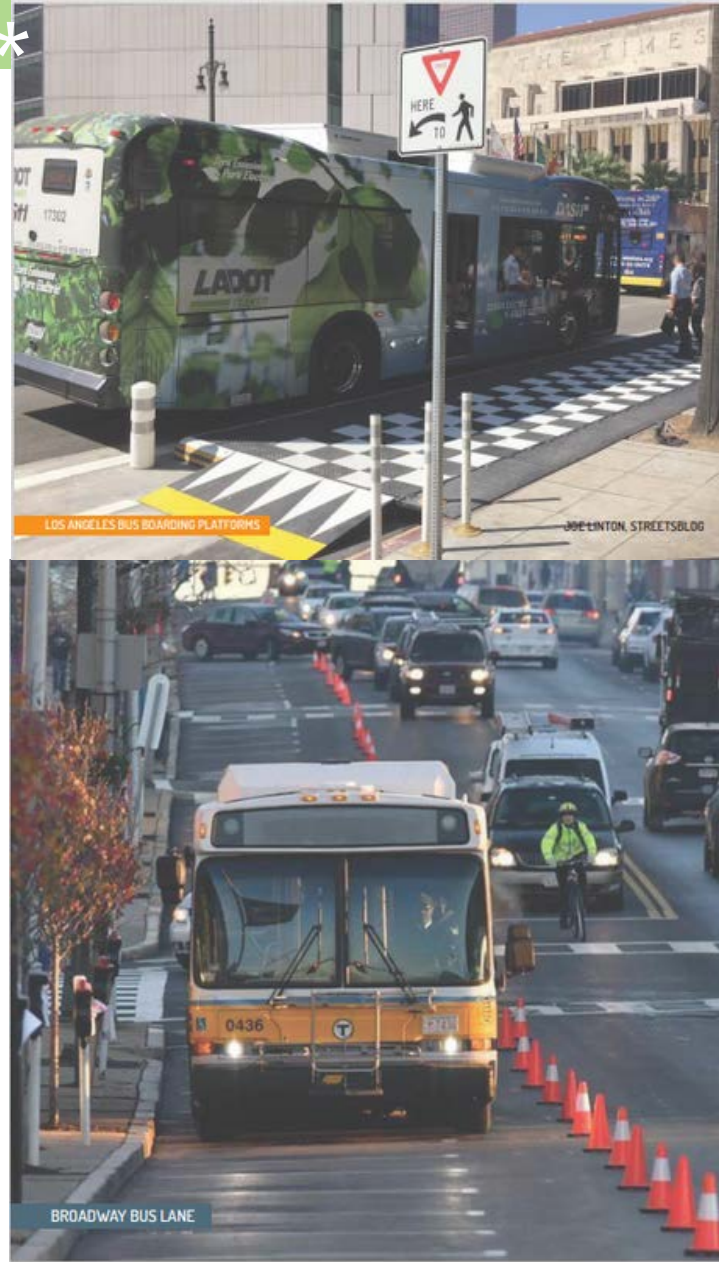
# Future: Implementation

## Fall 2023 +

### Temporary Traffic and Routing Solutions



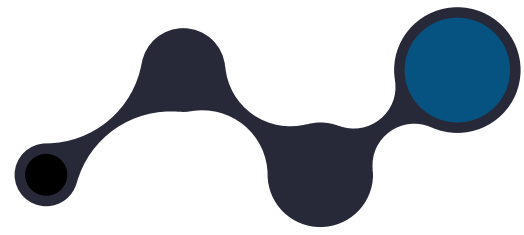
### Bus stops, Parking Lots, and Street Amenities



### Public Art and Safety Culture Art



Lighter  
Quicker  
Cheaper



# Implementation



Federal Planning and Programming – FHWA, FTA, other modal agencies and programs, Infrastructure Investment and Jobs Act (IIJA)



Statewide Planning & Programming – VDOT, DRPT, OIPI, other agencies - Six Year Improvement Program, Additional Competitive Grants



State of Good Repair Maintenance Funds

Regional PlanRVA Administered Funds - CMAQ Distributions, RSTBG, Competitive Grants  
Regional CVTA funds



Local Capital Improvement Program, Local CVTA funds





# Thank you!

**Kelli Nash Rowan, AICP**

**Office of Equitable Transit and Mobility**



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